

25 per cent Discount
FOR CASH
SATURDAY, 1st Aug., '08.
(until further notice)
On all MILLINERY GOODS.
Smart Selection of RIVER and
TRAVELLING HATS.
M. GAINES,
COURT MILLINER,
HOTEL MANSIONS
(3rd Floor), HONGKONG,
(over Messrs Kruse & Co.)

The China Mail.

ESTABLISHED 1840

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On all MILLINERY GOODS.
Smart Selection of RIVER and
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M. GAINES,
COURT MILLINER,
HOTEL MANSIONS
(3rd Floor), HONGKONG,
(over Messrs Kruse & Co.)

No. 14,173.

號四十六百八零九千一第

HONGKONG, MONDAY, SEPTEMBER 14, 1908.

日九十月八年申庚

PRICE, \$3.00 Per Month.

Intimations.

THORNE'S
OLD VAT

\$15
PER
CASE



As supplied
to the
House of
Commons.

SCOTCH WHISKY.

SOLE AGENTS IN
HONG KONG, CHINA & MANILLA.
A. S. WATSON & CO., LTD.
Hongkong, May 1, 1907.

THE N.D.L.'S NEW VESSEL.
DERFFLINGER.

During the stay in port of the Norddeutscher Lloyd's new steamer, the Derfflinger, which left Hongkong for Europe via ports on Friday, a China Mail representative had the pleasure of inspecting what must indeed be termed a magnificent addition to the Company's already large fleet of passenger steamers. The vessel, with Captain G. Meiners in command, and who, by the way, is one of the Company's most popular and best known "skippers" running East—is completing her maiden trip to the Far East. This fine vessel has made but one previous trip and that was to New York, off which occasion she carried as passengers the members of the German Reichstag.

The Derfflinger, which was built in April last by Messrs. Schichau and Co. of Danzig, attained a speed of sixteen knots when undergoing her trial trip, this speed, however, having been exceeded since that time. Two sets of quadruple expansion engines of 6,250 I.H.P., which develop as high as 7,200 I.H.P., provide the means for propelling the great liner through the water, while her length measures 146.75 metres and her beam 25.1 metres, with a gross tonnage of 5,240 tons.

The furnishing of the vessel resembles that of the Lutzow, a sister ship—and in taking a trip through the drawing room and saloon one could not help but admire the luxurious fittings. Especially noticeable in the dining saloon was the absence of the familiar long tables, their places being taken by a number of small tables which have accommodation for parties of from two to seven people. The accommodation throughout is of the very best and leaves nothing to be desired. The drawing room, which is situated just above the dining saloon, is also handsomely fitted up, the walls and ceiling are of white picked out in green and gold while the central panels are draped in silk. The smoking room, fitted with chairs and tables of a very novel design, also calls for comment. The parlour, with its many cosy corners and lounges, is also beautifully furnished and opens out in to the saloon and drawing room. It might be mentioned that in the main dining saloon is a beautiful work of art in the form of a painting of Field Marshal Derfflinger, after whom the vessel was named.

Even the little children have not been forgotten since there is provided for them a nursery fitted with neat and substantial furnishings while even on the walls are painted interesting pictures of many species of animals. With regard to the cabin fittings, there is no necessity to cry out for light as it is provided in abundance as also are electric fans wherever the large and spacious apartment may be needed during the hot weather. The second class accommodation is almost equally as good as that of the first.

So far, nothing has been said of the appliances used for the loading and discharging of cargo. Concerning this question, it should be said that the new vessel is fitted up with all the latest devices in present day use for the rapid and safe handling of cargo, while the holds are electrically lighted, thus enabling cargo to be worked both night and day. The fire appliances, placed almost in every conceivable spot, are the result of the latest design, while in regard to life-saving apparatus, there is a full complement of lifeboats and rafts.

The Derfflinger, which is certainly one of the most up-to-date vessels that has yet visited the port of Hongkong, has passenger accommodation for one hundred first class cabin passengers, room in the second class for one hundred and thirty more, with accommodation for nearly two thousand third class passengers.

A NEIGHBOR'S KINDE S.
MR. W. J. Fuller, J.P., storekeeper, Roundelham, South Australia, writes: "I was called to a neighbor who was suffering from severe cramps and who really thought he was past help. I gave him three doses of Chamberlain's Colic, Cholera and Diarrhoea Remedy, and in a few hours he was quite recovered. I frequently use this remedy in my own family and sell it to my customers as a reliable remedy. For sale by all chemists and druggists."

Business Notices.

W. S. BAILEY & CO.
ENGINEERS & SHIPBUILDERS.
FOUNDERS & BOILERMAKERS.

RIVER STEAMERS, TUGS, MOTOR BOATS
HIGH-SPEED AND SHALLOW-DRAFT VESSELS A SPECIALTY
ESTIMATES FOR ALL IRON AND STEEL WORK.
NEW LAUNCH FOR SALE

TELEPHONES: 137 and K. 21. CABLES: SHYBOURNE, HONGKONG.



BORDEN'S

'GOLD SEAL'
CONDENSED MILK.

MADE BY THE ORIGINATORS OF CONDENSED MILK who for 50 YEARS have devoted all their energies to the production of the HIGHEST QUALITY SANITARY MILK in which Gail Borden was the pioneer. A fact worthy of your consideration:
Stands Supreme for PURITY, RICHNESS AND FLAVOUR, WARRANTED TO KEEP LONGER THAN MILK OF ANY OTHER MANUFACTURE.
CONNELL BROS. COMPANY, Sole Importers.
Hongkong, July 14, 1908.

MEE CHEUNG & CO.,
PHOTOGRAPHERS.

SPLENDID ASSORTMENT OF
TYPHOON PICTURES NOW ON SALE.
STUDIO 102, HOUSE STREET, STORE BEACONSFIELD ARCADE
Hongkong, February 18, 1908.

THE SINCERE CO.

111 CONNAUGHT RD.—215, 217, 219 & 221, DES VŒUX RD., HONGKONG
UNIVERSAL PROVIDERS.

TAILORS, HATTERS & MERCERS.

ENGLISH AND AMERICAN BOOTS AND SHOES.
Drapery, Silks, Watches, Clocks, Crockery, Ironmongery,
Grocery, Furniture, Rattan Ware, Tobaccos, Cigars,
Cigarettes, Sewing Machines.

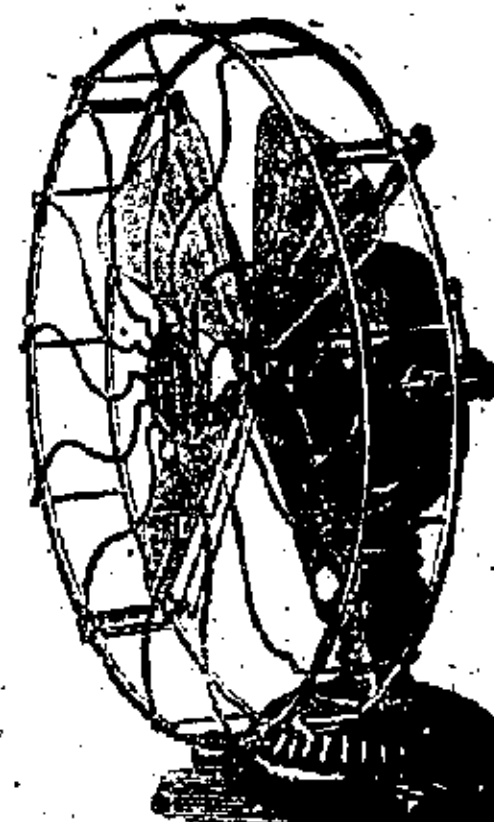
Our Prices are marked in plain figures.

Hongkong, September 22, 1907.

WILKS & JACK, LD.
ELECTRICAL AND MECHANICAL ENGINEERS.

FREEZOR ELECTRIC FANS.

Cheapest
and
Best
'9' to '16'
Sizes
IN STOCK
60 to 200
Volts.



BRACKET & DESK TYPES

LARGEST STOCK CARRIED OF ALL
ELECTRICAL SUPPLIES.

LAMPS, CABLES, BELLS, FITTINGS, TELEPHONES
ELECTRICAL MACHINERY.

STEAM DYNAMO SETS 40 TO 120 LIGHTS IN STOCK.

WITTON DYNAMOS

PETTER OIL ENGINES 24 TO 14 BHP IN STOCK.

OSRAM

ELECTRIC LAMPS.
TUNGSTEN METALLIC FILAMENT.

70% SAVING EFFECTED
OVER ORDINARY ELECTRIC LAMPS.

CANDLE POWER 30 1,500 HOURS AVERAGE.
LIFE 1 CENT PER HOUR.
CURRENT COST 1 WATT PER C.P.
CURRENT CONSUMPTION 1 WATT PER C.P.

A 30 Candle Power Osram Lamp will give DOUBLE The
Light of a 16 C.P. ordinary Lamp at HALF The Cost.

Greatly increased light! Greatly reduced current bill!
ENQUIRIES AND TRIALS INVITED. LARGE STOCK CARRIED.

SOLE AGENTS:

WILKS & JACK, LD.
14, DES VŒUX ROAD CENTRAL, HONGKONG.
TELEPHONE 358. TELEGRAMS: MARINEWORK.

Hongkong, April 1, 1908.

WEST RIVER TRIPS FROM
HONGKONG.
Round Trip 4 Days.
Comfortable Steamers—Delightful Climate.
THE most interesting and picturesque
scenery in South China.
For further information, apply to
BUTTERFIELD & SWIRE
Agents, West River Station S.S. Co.
Hongkong, October 24, 1907.

Business Notices.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED
(SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD., LONDON).

HAVE REMOVED TO
No. 4, QUEEN'S BUILDINGS
GROUND FLOOR

(ENTRANCE FROM CHATER ROAD AT CORNER NEXT QUEEN'S
STATUE).

Telegrams: 'Asbestos', Hongkong. Telephone No. 501.

LANE, CRAWFORD & CO.
Telephone 87.

NEW STOCK OF

SAFETY RAZORS

The 'STAR' New Model... \$4.00 each
WILKINSON'S SAFETY... \$5.00 each

GILLETTE RAZORS

Complete in Leather Case, with 12 Blades, \$12.50 each.

GILLETTE BLADES \$1.75 Pekt.

Each blade has two cutting edges and will shave from 5 to 30 times.

LANE, CRAWFORD & CO.

SUMMER REQUISITES

Prickly Heat Lotion and Powder
SAFE REMEDIES FOR ALLAYING THE IRRITATION.

SUN GLASSES.

HOUSEHOLD AMMONIA.

FOR THE BATH AND ALL TOILET PURPOSES.

Delicately Perfumed. Half pint bottles, 60 cents.

VICTORIA DISPENSARY.

CONNAUGHT HOTEL,
HONGKONG.

A FIRST-CLASS EUROPEAN HOTEL.
SITUATED IN THE MAIN STREET NEAR THE BANKS AND POST OFFICE.
STRICTLY EUROPEAN MANAGEMENT.
Hotel Launch Meets all Steamers. Special Terms for Tourists and Families.
For Terms, apply to THE MANAGER & AGENT.
Hongkong, September 3, 1908.

THE HONGKONG HOTEL.

UNRIVALED FOR COMFORT AND COUSINE.
THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY.
MODERATE TERMS AND NO EXTRA.
A. F. DAVIES, Manager.

PEAK HOTEL.

ADMIRABLY SITUATED AT VICTORIA GAP.
Adjoining the Tramway Terminus, 1,400 feet above Sea Level.
OPEN to the South Winds in Summer and protected from the North-east Winds in Winter. Commanding a magnificent view of Hongkong, the Harbour and adjacent islands for forty miles.
A FIRST-CLASS FAMILY, RESIDENTIAL AND TOURISTS' HOTEL.
Terms:—From \$5 per day Max. Telephone Add: 'Peak Hotel'.
Town Office: 3, DUNDRELL STREET.
Hongkong, February 3, 1908.

ORIENTAL HOTEL
No. 2, Queen's Road Central.
Telephone No. 197.

MRS. M. MATTHEW, Proprietress.

A THOROUGHLY FIRST-CLASS AND UP-TO-DATE HOTEL.
COUSINE under European Supervision. Grills at short notice. Private Bar and Billiard Rooms. Monthly Rates for Tiffin and Dinner.
Telegraphic Address: 'Oriental', Hongkong.
For particulars, apply to C. FRIEDRICH, Manager.
Hongkong, September 24, 1907.

HOTEL BALTIMORE,
No. 2, WYNDHAM STREET.

WILL BE OPENED UNDER ENTIRELY NEW MANAGEMENT
on
SEPTEMBER 15th, 1908.

First-Class, Comfortable, Residential and Tourist Hotel. Lofly and Airy Rooms. Centrally situated, within easy reach to all business parts of the Town.
MODERATE TERMS.

For Rates, please apply to THE MANAGER, HOTEL BALTIMORE.
D. PAUL & MRS. WHITE, Sole Proprietors.
ZETLAND HOUSE.

Hongkong, August 25, 1908.

THE GRAND CARLTON HOTEL,

8 and 10, ICE HOUSE ROAD,

WILL OPEN SHORTLY.

FOR FURTHER PARTICULARS APPLY
MANAGER, Kowloon Hotel.

Business Notices.

GREEN ISLAND CEMENT CO., LD.

PORTLAND CEMENT

In Casks of 375 lbs. net, \$5.50 per Cask, ex Factory

In Bags of 250 lbs. net, \$3.45 per Bag, ex Factory.

Shewan, Tomes & Co.,
GENERAL MANAGERS.

FAIRALL & CO

7 & 9, PEDDER STREET. TELEPHONE 644.

DRESSMAKERS, MILLINERS

AND
GENERAL DRAPERS.

LADIES' & CHILDREN'S SHOES.

THE HONGKONG STEAM LAUNCH CO.

TELEGRAPHIC ADDRESS: 'PENDIDO'. TELEPHONE: (Office No. 742, WORKS No. 743.)
A. E. C. CODE.

LAUNCHES FOR SALE, HIRE, OR CHARTER.
For Picnic, Shooting, Bathing Parties, Towing, &c.
Launches for Hire, lying off Blake Pier during the day.

For the convenience of our clients the Office will also be open on Sunday from 9 to 11 a.m.
OFFICES: ST. GEORGE'S BUILDING (Second Floor).
GORDON & CO., General Managers.

Hongkong, June 1, 1908.

LIGHT JAPANESE BEER.

POPULARITY INCREASING EVERY DAY.

'ASAHI'
'SAPPORO'

TO BE OBTAINED AT Messrs. Caldbeck, Macgregor & Co.,
H. Price & Co., Ltd., A. S. Watson & Co., Ltd., Victoria
Dispensary, Chazalon & Co., and also at No. 27, Praya Road.

Sole Agents:

THE MITSUI BUSSAN KAISHA.

Hongkong, August 21, 1908.

BREWER & Co., Limited

PEDDER STREET—ADJOINING MAIN ENTRANCE HONGKONG HOTEL.
TELEPHONE No. 698.

NEW STOCK:

Flexible Rulers, Golf Balls, Cricket Balls and Bats, Base Balls and Bats, Tennis Balls and Tennis Gear, Portable Copying Presses, Sequence Files, Perforators, Red Tape on Reels, Cheap and Good Business Envelopes, Ping Pong Balls, Multiplex Ink, Duchess Note Paper and Envelopes.

Stanley Gibbon's New Stamp Catalogue. Gulland's Chinese Porcelain. A.B.C. Codes, A.B.C. of Gardening, Brown's Nautical Diary, 1909. The Little Brown Brother.

V. O. S.

EXTRA SPECIAL FINEST LIQUEUR

ARE THE BEST WHISKIES OBTAINABLE.

SOLE AGENTS
Caldbeck, Macgregor & Co.,
Wine and Spirit Merchants,
15, QUEEN'S ROAD CENTRAL.

Hongkong, 21st August, 1908.

THIS WEEK

FIRST SHIPMENT

OF

NEW...
GOODS

FOR THE

FALL.

WM. POWELL,
LIMITED.

ALEXANDRA

BUILDINGS.

Hotels.

MACAO HOTEL.

SPECIAL REDUCED SUMMER
RATES.

Per Day...\$ 4.00 to \$ 7.00 according to
room selected
Per Week 25.00 to 40.00 do.
Per Month 80.00 to 140.00 do.
Week ends, Saturday afternoon to
Monday morning...\$7.00 to \$10.00.
Two persons occupying one room will be
charged a rate and a half only.
Children under 12 Half rates.

SPECIAL TERMS FOR FAMILIES.

Excellent Cooking by AN CHENG, for
over seventeen years chef cook with the
late Mr. J. W. Osborne.
Macao, May 13, 1908.

BELLE VIEW HOTEL
TELEPHONE No. 383.

BILLIARD TOURNAMENT.

It is proposed to hold a THAM BILLIARD TOURNAMENT at the
above Hotel.
Teams may be selected from different
units.
Units may be composed from Clubs,
Works, Regiments or Corps or members of
any one department.
The Committee will consist of one mem-
ber from each Team.
Teams wishing to enter are requested to
forward their names to the Manager of the
above Hotel on or before 30th September,
1908.

FRED. E. J. BISHOP.
Manager.

HONGKONG, August 11, 1908. 493

BRASSIDE,
PRIVATE HOTEL.

STANDING in its own grounds with
Tennis and Croquet Lawns, Large
Airy and Well Furnished Rooms, Every
home comfort. Fine View of the Harbour.
Telephone, No. 680.
Apply to Mrs. F. W. WATTS,
"Brasside," 20, Macdonnell Road.
Hongkong, September 2, 1908. 1214

KINGSCLERE,
PRIVATE HOTEL.

APPROACHED from Kennedy Road
and Macdonnell Road.
Tel. No. 134. Telegram Address: "SACROBOLA."
A.B.C. Code, 4th Ed.

Electric light, hot and cold water through-
out. Billiards, tennis, croquet, putting
green and fine stabling for horses.
Proprietress, Mrs. F. W. WATTS.
"Brasside," 20, Macdonnell Road.
Hongkong, September 1, 1908. 1208

VICTORIA CINEMATOPH.

COMIC FILMS.

CHANGE OF PROGRAMME

EVERY SECOND DAY.

Two Performances Nightly.

7.15 to 9 P.M. and 9.15 to 11.15 P.M.

Tickets can also be obtained at the

ROBINSON PIANO CO.

Don't Forget the Address:

DES VEXUR ROAD

(POITINGER STREET CORNER).

HONGKONG, December 23, 1907. 1748

OARMICHAEL AND

OLARKE,

CONSULTING ENGINEERS AND

SURVEYORS.

8, Queen's Building, Hongkong.

8-4, CHANGI ALLEY, SINGAPORE.

CABLE ADDRESS:

OARMICHAEL, HONGKONG.

OARMICHAEL, SINGAPORE.

Codes Used: Scott's 13th Edition;

A.B.C. 4th and 4th Editions;

Elaborate Standard; Wireless; and A.I.

Telegrams No. 323.

NEW RED SEAL

RECORDS

BY

TETRAZZINI,

CARUSO, SCOTTI, FARRAR,

GADSKI, HEINE,

ABBOTT, MICHALOWA,

and ANCONA.

Inspection Cordially
Invited.

S. MOUTRIE & Co., Ltd.,

Chater Road.

(a)
Hongkong, April 18, 1907.A. S. WATSON
& Co., Ltd.

ESTABLISHED A.D. 1841.

CHEMISTS

BY APPOINTMENT TO HIS EX-
CELLENCY THE GOVERNOR
AND HOUSEHOLD.

WATSON'S

YE OLDE ENGLISH

Lavender Water

In Elegant Bottles.—A Delight-
ful Adjunct to the Toilet.

WATSON'S

Genuine Eau De

Cologne

Cooling and Refreshing.

WATSON'S

Toilet Soaps

of the finest quality, guaranteed.

WATSON'S

Toilet Soaps

Otto de Rose

Peau D'Espagne

Violet Oatmeal

Violette De Parme

Skin Soap for the Complexion

(Highly Recommended).

WATSON'S

Ammonia

For the Toilet and Bath.

Refreshing and Invigorating.

WATSON'S

Turkish Bath Salt

Imparts a Delightful Fragrance

and Softness to the Skin.

WATSON'S

Genuine Double Distilled Toilet

Bay Rum

Delightful after Shaving.

WATSON'S

Shampoo

Highly Recommended.

Cleanses the Scalp and Impart a

Rich Brilliance to the Hair.

THE HONGKONG DISPENSARY.

THE CITY OF PARIS.

2, PEDDER STREET.

PHONE No. 536.

JUST RECEIVED

A New Consignment

OF

PARIS MODES

and GOWNS.

JOHN & ROBERT HARVEY &
CO., LIMITED.

ESTABLISHED 1770.

THE Undersigned have been appointed
SOLE AGENTS in Hongkong and
South China for the above Company's
WHISKIES.

HARVEY'S 'SPECIAL' \$14 per Case.

DODWELL & CO.

Hongkong, August 11, 1908. 111

BIRTHS.

PRICE.—On September 5, 1908, at 11
Maggie Road, Shanghai, to Mr and
Mrs A. MATHIE PRYCE, a son.ZELLMAYER.—On September 1, 1908,
to Mr and Mrs E. G. ZELLMAYER, of
Shanghai, a son.WATTS.—On September 7, 1908,
at 25, Kwan-ming Road, Shanghai, to Mr
and Mrs W. T. WATTS-EVANS, a daughter.

MARRIAGES.

SAVER-HALL.—On September 5, 1908,
at Shanghai, George Sydney Burton, fifth
son of T. J. SAVER, of Orange Court,
Newham, Gloucestershire, to JENNIE,
only surviving daughter of the late Isaac
Hall of Cayn Co. Monaghan, Ireland.MOLONY-GOODWIN.—On 6th Aug., at
Pentville, Rt. Rev. H. J. MOLONY, D.D.,
Bishop, Mid-China, to Gertrude ELIZ-
ABETH GOODWIN.

DEATHS.

McLEOD.—At Amoy, on the 8th inst.,
JAMES McLEOD, aged 24 years, late 3rd
officer, S.S. HUNTER. A native of Greenock,
Scotland.HARRIS.—On September 1, 1908, at
Hankow, WILLIAM HARRIS HARRIS, of
the M. Customs, Shant, second son of
Captain W. HARRIS, Western-super-Mare,
Gomertshire, England.PETERSEN.—On September 8, 1908, at
Kiangnan Dock, OLAF ROSENKRANTZ PE-
TERSEN, infant son of Mr and Mrs J. G.
PETERSEN, aged 3 months.BARTON.—On 6th Aug., at Greystones,
on Wicklow, RHODA, widow of late G. K.
Barton, M.D., formerly of Shanghai, aged
87.

General Memoranda.

WEDNESDAY, September 16.—

Goods per *Luzon* delivered after this
date subject to rent.Goods per *Pera* not cleared at 4 p.m.
on this date subject to rent.Goods per *Invincible* undelivered after
this date subject to rent.

THURSDAY, September 17.—

5.30 p.m.—Meeting of Hongkong Cricket
League, in St. George's Building.

FRIDAY, September 18.—

11 a.m.—Auction of Magnificent Irish
Linens, &c., at No. 25, Des Vaux
Road Central, formerly occupied by
Mutual Store.

SATURDAY, September 19.—

Noon—Meeting of Douglas Steamship
Co., Ltd., at Co.'s Office.Transfer Books of Hongkong Cotton
Spinning Weaving & Dyeing Co., Ltd.,
closed from this date to 25th Sept.,
inclusive.

MONDAY, September 21.—

Goods per *Ville de la Ciotat* undelivered
after this date at Noon will be subject
to rent and landing charges.

WEDNESDAY, September 23.—

5.15 p.m.—Meeting of Victoria Recrea-
tion Club, at Gymnasium.

NOTICE.

Letters relating to business should be addressed
to THE MANAGER.Communications relating to news should be
addressed to THE EDITOR.Correspondents must forward their names
and addresses with any communications ad-
dressed to the Editor, for publication but
as evidence of good faith.All letters for publication should be written
on one side of the paper only.No anonymous signed communications that
have already appeared in other papers will be
inserted.Orders for extra copies of the CHINA MAIL
should be sent before 11 a.m. on the day after
publication. After that hour the supply is
limited. Cash 10 cts., Credit 20 cts., per
copy.Alterations and additions to Advertisements
on Pages 1, 2, 3, 4 and 7, should be sent to our
Office at 5 Wyndham Street not later than 11
a.m. New Advertisements should be sent to
our Office at 8, Queen's Road Central before
5 p.m.Advertisements and subscriptions which are
not ordered for a fixed period will be continued
until countermanded.Telephone Address: Mail, Hongkong;
Telephone No. 22.

The China Mail.

HONGKONG, MONDAY, SEPT. 14, 1908.

THE ETIOLOGY AND EPIDEMIOLOGY OF PLAGUE.

The recently issued summary report of
the Indian Plague Commission bears out
in many respects the observations of
Hongkong medical and sanitary
experts in regard to the etiology and
epidemiology of this dreaded disease.

The Commission was appointed towards

the close of 1904 and early in April,

1905, the experts chosen by the ad-

visory committee began work at

Parel near Bombay, where the Plague

Research Laboratory offered special

facilities. Work continued till May

1907, when it was considered that

satisfactory replies to the questions

which had been placed before them

had been found and the Commission

was temporarily dissolved. In the pro-

face to the Report, it is freely no-

knowledge that failure attended the

first efforts to stamp out plague in

India according to the means adopted

in European countries in dealing with

epidemic diseases. When it was

recognized that it was impossible to

deal effectively with the epidemic

without the help of the people them-

selves, a policy of persuasion and

assistance was substituted for the

more rigorous measures, but this also

failed to prevent the extension of the

disease, although in many places some

degree of success was achieved. Tak-

ing advantage of the labours of many

investigators who had already been

working in the field of plague research

the Commission were soon in a position

to prove the truth of Colonel BANNER-

MAN's theory—a theory also held by

many in Hongkong—that plague is dis-

seminated through rats and that its

spread to man is occasioned by the

agency of fleas. Now the common

rat-flea of India is *Pulex cheopis* and

this flea was soon found to bite man free-

ly. When these fleas were captured on

the bodies of guinea-pigs let loose in

plague-infected houses, plague bacilli

were invariably found in the contents of

their stomachs. From further experi-

ments conducted by the commission,

into the unsavoury details of which we

need not enter, the conclusion was

reached that the rat flea is the only agent

of transmission of plague infection from

animal to animal. This again bears out,

we believe, the observations of several

investigators in Hongkong and Ja-

pan. "In the course of the

large number of flea experiments

made in the laboratory," runs the

report, "it was often noticed that,

when a man's hand is put into a cage

containing rat-fleas, the fleas will jump

on the hand and if given time will feed

on it. When the fleas are starved, they

will more readily bite man and most

readily when the starvation process has

lasted for from 72 to 96 hours. While

this is so, it was also noticed that unless

the fleas were very numerous they would

not attack man in the presence of their

natural host, the rat. Further, it was

found that rat-fleas may be attracted to

man, jump on him but take some time

to feed on him. This last observation

is of importance in connection with the

question of importation of infected fleas

from place to place. Fleas might be

carried by man from one place to another

without infecting him, but would, when

brought near a rat, attack and infect it

in preference to man." It is decidedly

interesting to know that with regard to

transmission experiments with *Pulex**felis*, that is, the common flea found on

cats and dogs (and which, by the way,

does not live well on guinea-pigs and

rats), not one was successful, though

the experiments were made during the

height of the plague epidemic in Bom-

bay. Another cheering discovery is

that *Pulex irritans*, the common species

found on man, furnished the Commis-

sion with but three successes out of 38

experiments. *Pulex cheopis*, along withtheir hosts *Mus rattus* (the black rat)and *Mus decumanus* (the grey rat), may

therefore expect no mercy henceforth at

the hands of man. Their guilty con-

science in spreading the pestilence that

slays at noon-day and in the watches

of the night has been proved up to the

hilt.

In regard to the sanitary aspect of

plague epidemics, the Commission, after

studying the subject most exhaustively,

have come to the conclusion "that the

sanitary conditions which exist in

Bombay have no influence which acts

directly on the spread of epidemic

plague." Flimsily-built houses, houses

in bad repair, and houses with mud

walls, furnish ideal conditions for the

spread of plague, for rats find no diffi-

culty in overrunning them and con-

verting them into warrens. The habits

of the people, too, must be taken into

consideration. Rats abound where their

food supply is abundant, and the habit

of natives of India in filling their houses

with accumulations of rubbish, and in

storing their food in wooden chests

afford the rats just the opportunities

which they require.

The general conclusions of the Com-

mission are summed up in the following

eight paragraphs:—

1.—Pneumonic plague is highly con-

tagious. It is, however, rare (less than

3 per cent. of all cases) and plays a

very small part in the general spread of

the disease.

2.—Bubonic plague in man is entirely

dependent on the disease in the rat.

3.—The infection is conveyed from

MONDAY, SEPTEMBER 14, 1908.

THE EUCHARISTIC CONGRESS.

PROTEST AGAINST PUBLIC PROCESSION IN LONDON.

(Exclusive Service supplied by Reuters via Bombay.)

LONDON, September 14.

The majority of the Protestant organizations throughout the British Isles have telegraphed to the Right Hon. H. J. Gladstone, Secretary of State for Home Affairs, pointing out that public feeling is against the procession of the Blessed Sacrament through the streets of London in connection with the Roman Catholic Eucharistic Congress which is being held at Westminster.

Protestants demand the prohibition of the procession, otherwise they will hold the Right Hon. Mr. Gladstone responsible for the consequences.

LORD AND LADY NORTHCOLE.

SAIL FOR JAPAN.

(Exclusive Service, supplied by Reuters via Bombay.)

LONDON, September 14.

Lord Northcote, former Governor General of Australia, and Lady Northcote, have set sail from Melbourne en route for Japan.

(REUTERS SERVICE.)

THE GLASGOW UNEMPLOYED.

LONDON, September 11.

The Local Government Board have sent two thousand pounds to Glasgow to relieve the distress.

The Glasgow Municipality have decided to give needy children, three meals daily, and to purchase 170 acres of land in the vicinity of the town to provide work for the unemployed.

THE GERMAN ARMY MANOEUVRES.

LONDON, September 11.

The German Army Manoeuvres have ended with the retreat of the invading army, the troops being terribly exhausted.

The Emperor delivered his criticisms on the operations to his assembled officers, entering into every detail of the work performed.

THE MOROCCAN QUESTION.

LONDON, September 11.

The *Norddeutsche Zeitung* denying the assertion of the French press that Herr Vassel intended to urge Mulai Hafid to dismiss his representative at Tangier on the ground of his being too Franco-phil, warns the press of the possible effects of groundless suspicions and studiously hostile language in reference to German policy, on the prospects of obtaining Germany's assent to certain special proposals which France is putting forward.

THE KAISER IN ALSACE.

LONDON, September 12.

H. I. M. the Kaiser visited the Schlucht mountain pass on the French frontier, but, owing to its late receipt, had to regretfully decline the invitation of the French authorities to cross the frontier to Hohenheim where a more magnificent view is obtained. His Majesty thereafter motored through Alsace, receiving ovations from the inhabitants who greeted him with the pealing of bells and the strutting of flowers in his path.

Speaking at Colmar, His Majesty said that the warmth of his reception had touched his heart. Alsace had undergone vicissitudes, but was now able to develop itself undisturbed, protected by the German Eagle, his standard, which stood for the maintenance of peace.

OUR NEW COMMODORE.

Captain Herbert Lyon, the newly appointed Commodore at Hongkong, has served since January, 1879, was promoted Lieutenant in 1880, commander in 1894, and captain in December, 1900. He was a midship on the cruiser *Charley* during the operations in the Lango and Lukat rivers, against the Malays, in the Straits of Malacca, 1874-75 (Fenchu mode) with the *Albatross* (Fenchu mode) with the *Albatross* during the Zulu War, and was with the naval force landed from the Cape Squadron to take part in it. He was with the Naval Brigade in the march to the relief of Elouva, shared in the battle of Chingulova and other actions with the enemy (medal).

A tonic for young and old. It makes blood. It restores life. Stearns' Wine of God Liver Oil.

ALLEGED ASSAULT BY A SAILOR.

A woman of H. M. S. *Clia* was summoned by Miss Wong at the Magistrate's day, for alleged assault.

Complainant said she was being accompanied by her brothers to a dinner when defendant put his arm around her neck. Thinking it was a brother they walked several yards and when she found out her mistake she was indignant.

Defendant denied this and said he had only put his hand on the lady's shoulder. His Worship, Mr. J. H. Kemp, thought it was a pity defendant had not put his hand on one of the men instead.

Defendant:—Yes, sir, it is. His Worship discharged the defendant.

CORRESPONDENCE.

MARITIME GAMBLING.

(To the Editor of the 'CHINA MAIL'.)

SIR,—I feel that, in justice to the fair name of an honourable profession, I should officially protest against the thinly veiled insinuations which have been cast by certain shipowners upon the Captains of British Merchant Ships in connection with maritime "P. P. I." policies. I do not consider that Shipowners should shuffle out of this matter at the expense of Shipmasters, who are not prone to casting slurs away as some would allege.

As everybody knows the present controversy has sprung from the recent Board of Trade Inquiry into the wreck of the s.s. "Albion," where, from the procedure which was followed, there was an obvious inference that she had been cast away. But there was not a shred of evidence in support of the theory, and Captain and Officers were completely exonerated from any blame in the matter.

Within my very long personal experience of Board of Trade inquiries there has never been a single case of a ship being cast away. Barring amongst Shipmasters of the present generation is a thing unknown, and it is highly improper to suggest that there is even a possibility of their collusion with people who wish to insure a ship with felonious intent.

In actuality these "P. P. I." policies are a menace to, not only the reputation, but to the livelihood of the Captains and Officers of the British Merchant Marine. It has been shown that when an accident occurs to a ship, and it is discovered that claims are at once lodged on account of "P. P. I." policies, suspicion inevitably falls on the Captain and possibly on his Officers also. The position then is, not so much the defence of the certificates, as to save themselves from jail, and the lasting humiliation and degradation of themselves and their friends.

There is on the important point which must not be missed. I see a statement of a shipowner that, hearing that "P. P. I." policies had been effected on one of his ships, he summarily discharged the whole of the Officers and crew. This is a sample of justice as meted out by certain British shipowners. It is one of the arms of modern sea-going, and accounts for anyone with a spark of pride or ambition turning to anything but the sea for employment.

If Captains and Officers are summarily thrown out of positions they have taken long years to attain simply because some quite unknown outsiders choose, for reasons best known to themselves, to take out "P. P. I." policies, then the times are quite ripe to invade a drastic remedy. British Shipmasters have far more to complain about than British Shipowners in the matter of "P. P. I." policies. They will gladly co-operate with Shipowners in abolishing a pernicious form of gambling, but in doing so they are not going to sit down and tacitly admit any suggestion that they might be guilty of participating in nefarious transactions which possibly would end in the sacrifice of human life.

I am, Sir,—Your obedient servant,
T. W. MOORE,
Secretary,
Imperial Merchant Service Guild, Liverpool, August 14.

SHIPPING.

The French mail *Ville de la Ciotat*, berthed at No. 3 wharf, on the 14th.

The s.s. *Austria* berthed at No. 3 wharf, on the 14th.

The Danish steamer *Cathay* berthed at No. 2 wharf, on the 14th.

The Austrian Lloyd's S. N. Co's steamer *Austria* from Trieste, July 27th, via ports, arrived in harbour at half-past six this morning, having met with pleasant weather and smooth seas. The vessel brought three cabin passengers and six hundred Chinese passengers from Singapore. While at sea, between this and the latter port, one of the Chinese passengers died and was buried at sea. This morning, another one died in the harbour. It is stated that the cause of death in both cases was consumption. The *Austria* sails on the 18th inst. for Japan ports, via Shanghai.

The Nippon Yusen Kaisha's European liner *Awa Maru*, which left Shanghai on Friday at noon with Captain A. Keith in command, arrived in port at daylight this morning after an exceedingly smart run down from the Northern port mail about two o'clock. Among the passengers on board are a number of Japanese Army officers who are proceeding to Germany via Marseilles. Colonel Wingate, for Colombo, and Colonel Burton, for Singapore, are also on board, these two gentlemen have been on a round trip to Japan by the N.Y.K.'s steamers. Another passenger is Mr. John Kerr of Kobe, who is proceeding home to London on leave of absence. The *Awa Maru* sails at daylight on Wednesday for Europe, via ports.

THE SIBERIAN ROUTE.

Journey Described.

Writing with regard to his journey on the Siberian route, Mr. Ough says:—On leaving Hongkong for Home via Siberia I promised several friends a short account of the journey, so send the following notes, believing them of interest to some of your readers.

The Hon. Mr. Edward Osborne and I travelled together as far as Liverpool Street Station, and the time occupied was 24 days 17 hours; we shared a two berth compartment on the train, travelled first class, and spent £288 sterling apiece, practically the same amount as we should have done if travelling by mail steamer.

We left Hongkong on May 7th at 3 p.m. by Empress steamer, lost a day outside Shanghai through fog, arrived at Kobe May 13th at 3 p.m.; here we telegraphed to Umeda, the steamer agent at Tsunaga, to reserve berths for Vladivostok, but this message never reached them.

On the 14th we went to Kyoto and stayed there till the 16th. The Hotel people persuaded us to catch a train at 7.30 a.m. which is most inconvenient, and we discovered later that 10.45 a.m. train carries the mail, and the steamer waits for it. Mr. Umeda after much argument and production of passport, allotted us berths in the Mongolia which he also gave to somebody else, and much confusion resulted on board in consequence, but by dint of a tip to the steward who spoke nothing but Russian, and much eloquent pantomime we got berths, but no bunks. Tickets for the train journey from Vladivostok to Moscow taken in Hongkong do not secure berths in the connecting steamer from Tsunaga and no advice is sent to the agent.

The food on the Mongolia was good, but the service bad and very slow and tips were expected. Nothing but Russian was spoken by the stewards, except the Purser, who spoke English.

We arrived at Vladivostok at 6 a.m. on May 18th, the Customs examination being quite formal; we opened our bags but they were not examined. The Wagons Lit Company, whose tickets we held, did nothing, and we had to find our way through six inches of mud to the office to get tickets and berths on the train. At the station we had to rely on the good offices of a Russian agent who directed us to the Chinese Eastern Railway but no W. L. official was there to help passengers. We got into the Golden Horn Restaurant, which is said to be the best. The train left to time at 4 p.m. May 18th. The gauge is not remarkably "broad" as stated in the advertisements. It is 5 feet, or 34 inches more than the ordinary British standard gauge. The cars were stuffily upholstered in gaudy colours, and very dusty, the windows worked badly, and ventilation was impossible. The electric light was very weak and badly placed for reading; the seats were much too high for comfort; the bed sheets were clean but the blankets were full of dust.

The lavatories were dirty; the water supply meagre and dirty and second class passengers were allowed to use those in the first class cars and also to loiter in the corridors and smoke.

Two compartments of two berths adjoin the so-called "private" lavatory, so that four persons used one basin, our neighbours being Japanese.

The attendants were kept too busy to be able to do any cleaning, but they swept the corridor once a day with great energy, raising clouds of dust which entered the compartments. A section cleaner would obviate this.

The restaurant car had seats for 56, but over 80 passengers were on the train, most of them having booked from one to three months in advance, yet the provisions gave out on the second day and although an elaborate tariff of food and drink was handed round very few of the items were obtainable.

The principal items of food supplied were: Eggs; very stale. Bread; sour. Butter; rancid. Meat in various forms was mostly unobtainable by English folk.

Tea was without milk, very weak, and was served in glasses.

Dinner usually took two hours to serve, as there were only two waiters, neither speaking English. This meal consisted of cabbage soup with cream, tinned fish, veal, omelette, gherkins, cucumbers, and the charge was two rubles, or about 82.25 exclusive of a tip, which was necessary at every meal. Drinks were a tragedy. Russian beer of good light quality, was plentiful but nothing else but vodka and inferior brandy, no soda water, only a Japanese curiosity of Tausan, and some sulphurous water of Tausan. Appointments gave out on the second day. Drinking water there was none, but we could get it out of the barrels provided at most of the stations.

On May 22nd we changed trains at Irkutsk and although the new car was similar to the one we left, the conductor gave us a different and much smaller berth and left the train; although we protested, nothing resulted. On this second train no English was spoken at all, nothing but Russian, the waiters were surly and if it had not been for the new chief conductor, one Charles Bloomfield, who spoke German and whose name shall be blessed, we would have almost starved. This man did all he could with the most hopeless materials, but he could not create stores, and feed 80 people on nothing.

This so-called train do luxe arrived at Moscow at 10.15 p.m. on 28th May, 31 hours late. We were thankful to get out of the discomfort of the journey to Warsaw on a similar train, so drove across to the St. Petersburg train which left at midnight and to which we had telegraphed from Omsk for berth. We accomplished this feat successfully, but with very few minutes to spare, and again no Wagons Lit official met the train to give assistance. However we got to St. Petersburg at 10 a.m. on 29th May and spent the day looking at the city and the people of the hotel do France did everything for us in the way of moving bags, taking tickets, &c., or we should probably be in St. Petersburg now. At the frontier, after a dreadful night in a dirty train, we changed into a German train at 5.42 p.m. on 30th May, and were immediately in comparative luxury; a compartment each, plenty of clean water; good lights and civil attendants; we reached Berlin at 6.3 a.m. on time; drove about the city. After breakfast at the Hotel Bristol, leaving at 11.39 a.m. for Liverpool St. via The Hook. The restaurant car in the German train was well managed and the food excellent, but the breakfast on the train from Harwich was the finest meal of the whole journey. We got to Liverpool St. at 8 a.m. on June 1st and at once plunged into hot baths, positively the first respectable wash we had enjoyed since leaving Japan.

I have written to the Wagons Lit Company in Paris giving particulars of the various avoidable discomforts we experienced, and up to now nothing has happened. They are everything to consider, and I do not think the saving of 6 days on the journey from Hongkong to London is worth the hardships undergone, and it is a mistake to suppose that the trip costs less than the ordinary route. Unless radical improvements are made in the trains and connections arranged to suit steamers, it will be a long time before any Britisher will undertake the journey more than once.

THE VOLUNTEER PROMENADE CONCERT.

The concert given on Saturday evening under the auspices of the Hongkong Volunteer Corps proved a great success, for notwithstanding the falling-out of two of the promised performers, others took their places at the last moment and by their contributions added considerably to the enjoyment of the evening. Mrs. G. H. Edwards, who was in excellent voice, sang most charmingly Edward German's "Love the Pedlar" and very kindly responded to the insistent demands for an encore. The Misses Seth also scored an unqualified success by their dainty rendering of Braga's famous "La Serenata." They were loudly cheered. The rest of the programme—apart from the selections by the band of the Middlesex Regiment—was filled by gentlemen, including Mr. G. H. Edwards, Lieut. Cross, Mr. P. W. Golding, and Messrs Benedetto and Ivan Carl. The latter appeared in costume and their specially composed lyric ran as follows:—

Typhoons we live in fear of
In this Colony each year.
You've experienced a typhoon?
I have, of course.
We always dread to hear of
A depression anywhere,
In the West or in the South.
Yes, of course.

By the signal on the "Tamar"
We often get misled,
I remember once at five o'clock
The cone I saw was red,
And at twelve o'clock that evening,
I was blown right out of bed.
Perhaps it travelled quickly,
Yes, of course.

The junks flew helter-skelter,
Yes, of course,
They ought to build a shelter,
Yes, of course,
I'm open to correction,
But there's only one objection.
Don't be funny,
Where's the money?
Yes, of course.

They tell me they're relying
On Reserves and Volunteers.
In event of any trouble?
Yes, of course—
So we all should be applying.
(Our best energies and years,
To make ourselves more useful,
Yes, of course.)

To slack and lazy people
Volunteering seems a bore,
But every one seems certain,
If we ever went to war,
Their strength should be augmented
So perhaps they want some more,
Shall I speak to Colonel Chapman?
Yes, of course.

Now we all must do our duty,
Yes, of course,
Though it's sad to risk our beauty,
Yes, of course,
On every hand we're hearing,
We should take up Volunteering.
Let's enlist,
Here's my fist,
Yes, of course.

Fifteen defendants were fined \$3 each at the Marine Court, this morning, for anchoring their boats inside the Refuge at Causeway Bay without permission.

The master of the steam-launch *Mike* was fined \$15 by the Hon. Commander Basil Taylor, R.N., at the Marine Court, this morning, for failing to stop when called upon to do so by the police.

It is very seldom that the French mail reaches this port on a Sunday; that is to say, practically a day before her time, but this was accomplished by the mail packet *Ville de la Ciotat*, which arrived in the harbour at five o'clock yesterday from Europe via ports. The vessel reports having met with good weather and smooth seas. She left for Northern ports at four this afternoon.

WHOOPIING COUGH.

THIS is a very dangerous disease unless properly treated, but all danger may be avoided by giving Chamberlain's Cough Remedy. It liquefies the tough mucus, making it easier to expectorate, keeps the cough loose, and makes the paroxysms of coughing less frequent and less severe. For sale by all chemists and druggists.

SPORTING.

Interport Cricket.

The Hongkong interport cricket team will probably arrive in Shanghai on Saturday, October 3, or the following day, by the P. and O. S. *Arctica*. If it arrives on the Saturday evening or Sunday morning, the nets will be open for them to practise the match will take place on Tuesday and Wednesday, the 6th and 7th proximo, thus leaving mail day (Thursday) open. The Shanghai Selection Committee consists of Messrs. C. M. Billings, W. H. Moule, P. W. Potter, L. Walker, and Capt. Barrett.

Cricket.

In connection with the Hongkong Cricket Club a very interesting match was played on Saturday afternoon on the Cricket ground, between the Possibles and Probables for the honours in the interport cricket match which is to take place at Shanghai. The scoring was not very high. R. O. Hutchison leading for the Probables with 32, with W. O. D. Turner 21 and the only other score above 8 was that made by Captain Beasley R.A., who scored 15. Captain A. H. Hooper for the Possibles, showed most better form, making 24 runs, the highest score of the day. The second highest for the Possibles was made by E. F. Pearce who obtained 16 runs. The scores are as follows:—

PROBABLES.	POSSIBLES.
A. B. Lanning, run out	R. O. Bird
E. H. Edwards, b Barton	R. O. Bird
W. Edwards, b Barton	R. O. Bird
E. A. Fowler, b Barton	R. O. Bird
L. G. R. Home, c Claxton, b Barton	R. O. Bird
R. O. Hutchison, c Barton, b Gooding	R. O. Bird
Captain Beasley, R.A., c Claxton, b Barton	R. O. Bird
Captain Beasley, R.A., c Claxton, b Barton	R. O. Bird
W. C. D. Turner, c Pearce, b Reed	R. O. Bird
H. R. Makin, c Barton, b Reed	R. O. Bird
L. G. R. Home, c Pearce, b Reed	R. O. Bird
R. C. Widdell, c and b Barton	R. O. Bird
A. W. J. Pearce, b Stevens	R. O. Bird
C. T. Booth, not out	R. O. Bird
Extras	R. O. Bird

Total	BOWLING ANALYSIS.
102	R. O. Bird
	10 2 15 1
	H. L. Manderson
	4 1 15 2
	Corporal Gooding
	5 1 12 3
	E. B. Reed
	5 4 1 17 3
	F. H. Stevens
	5 4 1 10 3

POSSIBLES.	PROBABLES.
Capt. A. H. Hooper, c Home, b Hutchison	L. G. R. Home
L. G. R. Home, c Hutchison, b Pearce	A. A. Claxton, c Hutchison, b Pearce
E. W. Day, b Pearce	E. W. Day, b Pearce
E. B. Reed, run out	E. B. Reed, run out
A. H. Young, b Hutchison	A. H. Young, b Hutchison
Private Barton, b Hutchison	Private Barton, b Hutchison
T. E. Pearce, c Turner, b Hutchison	T. E. Pearce, c Turner, b Hutchison
R. O. Bird, b Pearce	R. O. Bird, b Pearce
H. L. Manderson, l.b.w., b Garnett	H. L. Manderson, l.b.w., b Garnett
F. H. Stevens, stumped Lanning	F. H. Stevens, stumped Lanning
B. Garnett, not out	B. Garnett, not out
Corporal Gooding, not out	Corporal Gooding, not out
Extras	Extras

Total	BOWLING ANALYSIS.
123	A. W. J. Pearce
	9 3 36 4
	R. O. Widdell
	5 1 15 1
	H. R. Makin
	5 1 15 1
	E. A. Fowler
	3 1 6 1
	R. O. Hutchison
	5 1 14 4
	C. T. Booth
	4 1 12 2
	Capt. Garnett
	2 1 6 2

CIVIL SERVICE C. DOBELL & CO'S STAFF.
Eleven of the employees of Messrs. Dodwell and Company's staff were the guests of the Civil Service Club on Saturday afternoon, when a friendly cricket match was played on the ground of the latter. J. G. McEwen put up the highest score of 24 for the Civil Service while A. Thornhill was second highest with 21. The greatest total of runs for Dodwell's eleven was obtained by Waterhouse. The result was a win for the home team.

The scores were:—
C. Burdett, b Waterhouse
J. McKay, b Waterhouse
F. Bacon, b Waterhouse
H. Coombs, c May, b Ganseden
L. E. Brett, c Lester, b Ganseden
E. W. Dawson, c Hertelot, b Waterhouse
A. Thornhill, c W. K. b Lester
J. G. McEwen, c Goughtrie, b Waterhouse
J. Davey, b Ganseden
G. Hogarth, b Lester
G. Gibson, not out
Extras

Total	BOWLING ANALYSIS.
77	H. Lester
	11 3 23 2
	W. Waterhouse
	14 3 32 5
	J. Ganseden
	6 1 14 1
	E. May
	1 1 6 1

DOBELL & CO'S STAFF.
J. D. Auld, c and b Brett
E. G. A. May, c Thornhill, b Bacon
H. W. Lester, b Brett
K. E. Walker, b Brett
W. Waterhouse, l.b.w., Brett
E. W. Dawson, c Coombs, b Brett
T. G. Wesle, run out
J. G. S. Ganseden, b Hogarth
K. Goughtrie, c Dawson, b Brett
H. K. Hertelot, c Coombs, b Hogarth
E. G. Barrett, not out
Extras

Total	BOWLING ANALYSIS.
44	G. McKay
	6 1 8 1
	L. E. Brett
	4 1 8 1
	F. Bacon
	6 1 20 1
	Hogarth
	1 1 3 1

WHAT EVERYBODY SAYS MUST BE TRUE.
EVERYBODY who has used it says Chamberlain's Colic, Cholera and Diarrhoea Remedy never fails to give relief from pain in the stomach or diarrhoea, which is a positive proof of its reliability. For sale by all chemists and druggists.

Have You Tried Our SWEET MARTINI, MANHATTAN, MILK PUNCH, AND ANGEL KISSES?

G. BERTOLONE, CONFECTIONERY AND REFRESHMENTS, 87, QUEEN'S ROAD CENTRAL, Hongkong, September 6, 1908.

K. WILSON C. C. F. STAFFERS' NEWS XI.
The Kowloon Cricket Club entertained the Staffers' Mess cricket team at Kowloon on Saturday afternoon when the former won by 117 runs to 58. Robinson, not out, made a splendid total of 43 for the Kowloon C.C., while Cor. Sgt. Wright was the highest scorer for the Staff eleven. The bowling of Libaud was very deadly, as the analysis shows:—

STAFFERS' MESS.	KOWLOON CRICKET CLUB.
St. S. Wharfedale, c Lightfoot, b Irvine	St. S. Wharfedale, c Lightfoot, b Irvine
Sgt. Wright, c and b Dixon	Sgt. Wright, c and b Dixon
Sgt. Munro, c Clements b Dixon	Sgt. Munro, c Clements b Dixon
Sgt. Walker, c and b Irvine	Sgt. Walker, c and b Irvine
Cor. Sgt. Wright, c and b Libaud	Cor. Sgt. Wright, c and b Libaud
Sgt. Harford, not out	Sgt. Harford, not out
Sgt. Short, c and b Irvine	Sgt. Short, c and b Irvine
S. Sgt. Strido, c Gregory, b Libaud	S. Sgt. Strido, c Gregory, b Libaud
Sgt. Carleton, c and b Libaud	Sgt. Carleton, c and b Libaud
Sgt. Savers, c and b Libaud	Sgt. Savers, c and b Libaud
Mr. G. Fairburn, c Clements, b Libaud	Mr. G. Fairburn, c Clements, b Libaud
Extras	Extras

Total	BOWLING ANALYSIS.
88	Irvine
	19 3 9 1
	Dixon
	11 4 4 4
	Libaud
	8 5 5 2 1
	Lightfoot
	9 1 1 1

KOWLOON CRICKET CLUB.	STAFFERS' MESS, 2ND INNING.
W. Dixon, b Wright	W. Dixon, b Wright
J. P. Robinson, not out	J. P. Robinson, not out
S. Lightfoot, b Harford	S. Lightfoot, b Harford
S. Goldsmith, c and b Wright	S. Goldsmith, c and b Wright
C. E. Libaud, b Harford	C. E. Libaud, b Harford
S. S. Gregory, l.b.w., b Wright	S. S. Gregory, l.b.w., b Wright
C. Clements, b Walker	C. Clements, b Walker
G. N. B. Jones, b Wright	G. N. B. Jones, b Wright
Capt. Sommerville, c Savers, b Munro	Capt. Sommerville, c Savers, b Munro
J. Irvine, c and b Harford	J. Irvine, c and b Harford
Jeffries, l.b.w., b Wright	Jeffries, l.b.w., b Wright
Extras	Extras

Total	BOWLING ANALYSIS.
117	Harford
	25 3 10 7
	Walker
	25 1 4 3
	Short
	1

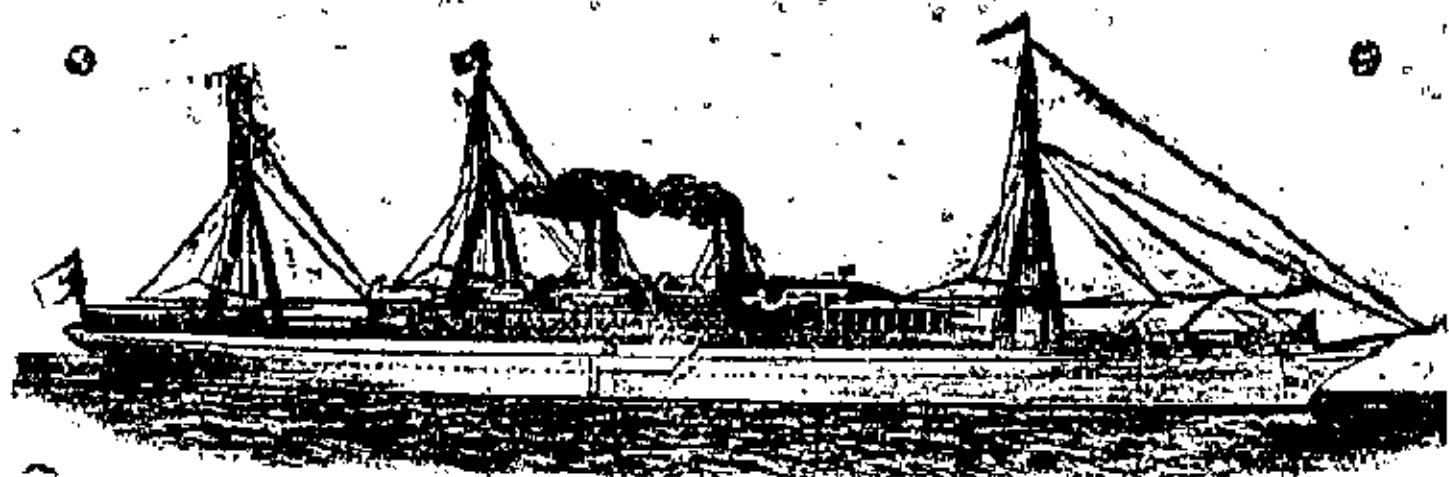
Shipping.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

Will despatch VESSELS to the Undermentioned PORTS on or about the DATES named—

FOR	STEAMERS	TO SAIL ON	REMARKS
SHANGHAI, MOJI, KOBE, SUMATRA	Capt. E. W. Bruce	September 17	Freight and Passengers
SHANGHAI, MOJI & KOBE	Capt. A. L. Valbrun	September 17	Freight and Passengers
LONDON, via Suez Ports	Capt. H. Powell	September 19	See Special Notice
LONDON & ANTWERP	Capt. G. Phillips	October 7	Freight and Passengers

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



LUXURY—SPEED—PUNCTUALITY.

The only line that maintains a Regular Schedule Service of 12 Days across the Pacific to the EMPRESS LINE. Sailing 8 to 10 DAYS OCEAN TRAVEL. 12 DAYS YOKOHAMA to VANCOUVER. 21 DAYS HONGKONG to VANCOUVER.

PROPOSED SAILINGS.	LEAVE HONGKONG	ARRIVE VANCOUVER
EMPRESS OF CHINA ... 6000 Tons	SATURDAY, Sept. 12	Oct. 17
EMPRESS OF JAPAN ... 6000 Tons	SATURDAY, Oct. 3	Oct. 27
EMPRESS OF INDIA ... 6000 Tons	SATURDAY, Oct. 17	Nov. 7
EMPRESS OF AUSTRALIA ... 6000 Tons	SATURDAY, Nov. 7	Nov. 25
EMPRESS OF CHINA ... 6000 Tons	SATURDAY, Nov. 25	Dec. 19
EMPRESS OF JAPAN ... 6000 Tons	SATURDAY, Dec. 12	Jan. 5, 1904

The shortest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, through the INLAND SEA OF JAPAN, KOBE, YOKOHAMA and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and at Quebec, with the Company's new palatial 'EMPEROR' Steamships, 14,000 tons register, thus providing a comfortable and speedy through route to Europe.

First-Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line. R.M.S. MONTAGUE carries INTERMEDIATE Passengers only at intermediate rates, affording superior accommodation for that class. Passengers booked through to all points and AROUND THE WORLD. SPECIAL THROUGH RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments. For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, etc., Corner Pedder Street and Praya, Opposite Blake Pier.

MESSAGERIES MARITIMES FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE, Via SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN, Via SHANGHAI.

FOR	STEAMERS	CAPTAIN	TO SAIL
SHANGHAI, KOBE AND YOKOHAMA	VILLE DE LA CROIX	BAILLON	Sept. 14, 4 p.m.
MARSEILLES, Via Ports AUSTRALIAN	VERNON	Sept. 15	at 1 p.m.
SHANGHAI, KOBE AND YOKOHAMA	CALEDONNIEN	MARTIN	Sept. 28, p.m.
MARSEILLES, Via Ports ERNEST-SIMONS	GIRARD	Sept. 29	at 1 p.m.

TRANS SHIPPING on the Co's Steamers at Singapore for BATAVIA, at Colombo for CALCUTTA, BOMBAY and AUSTRALIA, at Port Said for the LEVANT, CONSTANTINOPLE and BLACK SEA.

Through Tickets to London, via Paris, from £27.10 up to £71.10. 20 hours railway from MARSEILLES to London. Interpreters meet passengers on their arrival in Marseilles.

For further particulars, apply to P. NALIN, Acting Agent, QUEEN'S BUILDING.

Hongkong, April 9, 1903.

NORTHERN PACIFIC LINE.

CONNECTING AT TACOMA WITH NORTHERN PACIFIC RAILWAY CO.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA B.C. AND TACOMA VIA

KEELUNG, MOJI, KOBE, YOKOHAMA, SHIMIZU & YOKOHAMA.

Steamer	Tons	Captain	Sailing date, 1903.
INVERIC	4789	Boyd	About 22nd Sept.

+ These Steamers are specially fitted for the carriage of Asiatic Storage Passengers.

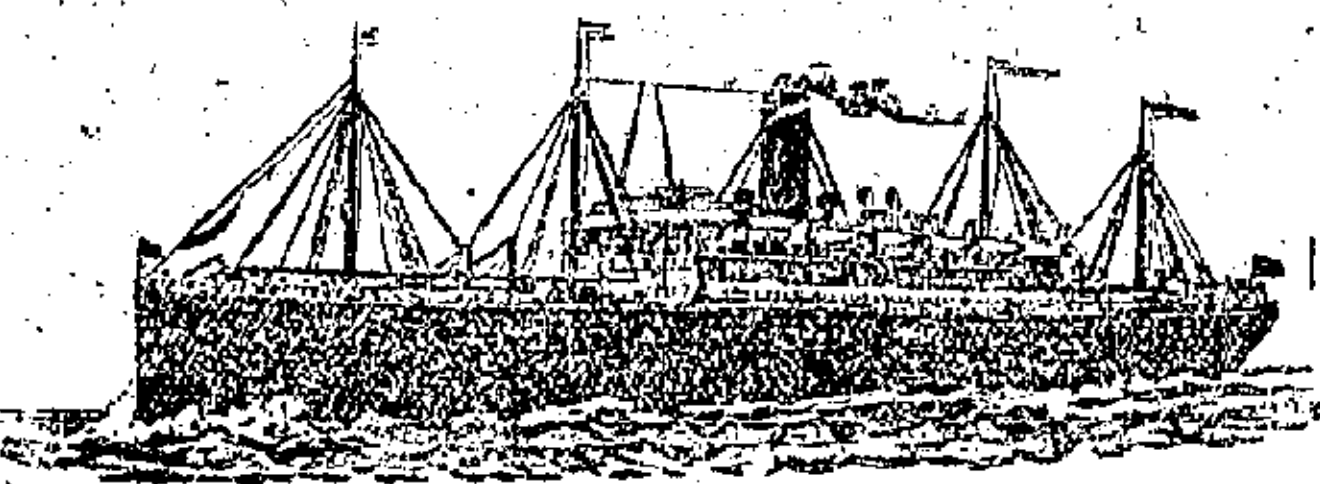
PARCEL EXPRESS TO THE UNITED STATES AND CANADA. For further information, apply to Dodwell & Co., Limited, QUEEN'S BUILDINGS, GENERAL AGENTS.

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PACIFIC MAIL S.S. CO., OCCIDENTAL AND ORIENTAL S.S. CO., TOYO KISEN KAISHA.

U.S. MAIL LINES.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.



SEMI-TROPICAL ROUTE.

Only line taking the warm Southern Route across the Pacific, via Honolulu, Oahu, the most fertile and beautiful island of the Pacific.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMERS	SAILING DATES, 1903.
* SIBERIA ... 18,000 Tons	SATURDAY, 19th Sept., at Noon.
* CHINA ... 10,200	SATURDAY, 26th Sept., at Noon.
* MANCHURIA ... 12,700	WEDNESDAY, 30th Sept., at Noon.
* HONGKONG MARU ... 11,000	FRIDAY, 9th Oct., at Noon.
* ASIA ... 9,500	SATURDAY, 17th Oct., at Noon.
* MONSIEUR ... 21,000	SATURDAY, 24th Oct., at Noon.
* TENYO MARU ... 21,000	TUESDAY, 3rd Nov., at Noon.
* KOREA ... 18,000	SATURDAY, 14th Nov., at Noon.
* AMERICA MARU ... 11,000	SATURDAY, 28th Nov., at Noon.

* Twin Screws. * Triple Screw Steamer.

SECOND FAST TRIPS.

Yokohama to San Francisco ... S.S. KOREA, 18,000 tons. September 16-27th 1903; 10 days, 11 hours and 5 minutes.
San Francisco to Honolulu ... S.S. SIBERIA, 18,000 tons. August 18th-30th, 1903; 4 days, 12 hours.

THE P.M. Steamship SIBERIA will be despatched from Hongkong to SAN FRANCISCO, via KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, SHIMIZU, YOKOHAMA and HONOLULU, on SATURDAY, the 19th September, 1903, at Noon, taking cargo for Japan and the United States.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

For further information as to Passage and Freight, apply to the Agency of the Companies, KING'S BUILDING.

S. SILVERSTONE, Agent.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SAMARANG & SOERABAYA	LAMINGTON	Sept. 15, at Noon.
SHANGHAI	KUANG	Sept. 15, at 4 p.m.
MANILA	TAMING	Sept. 15, at 4 p.m.
OREBU & LOILO	KAIFONG	Sept. 17, at 4 p.m.
NINGPO & SHANGHAI	YINCHOW	Sept. 17, at 4 p.m.
HONGKONG & HAIKOW	SINGAN	Sept. 18, at 9 a.m.
MANILA, ZAMBOANGA, PT. DARWIN, THURSDAY, BANGALORE, COCHINTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, MELBOURNE, with transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, PERTH & PERTH.	TAIWAN	October 10, at 4 p.m.

AUSTRALIAN STEAMERS have superior accommodation, with Electric Light throughout and Electric Fans in the State-rooms.

SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.R.—REDUCED SALOON FARES, Stopovers and Return, to Manila and Australian Ports.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 36.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
* SHOSHU MARU, Capt. ICHI	ANPING, Via SWATOW, AMOY AND TAKAO	WEDNESDAY, 16th Sept., at 10 a.m.
* OSHOJUN MARU, Capt. T. SUGIURA	SHANGHAI Via SWATOW, AMOY AND FOOCHOW	FRIDAY, 18th Sept., at 9 a.m.
* JOSEPH MARU, Capt. Y. KAWABARA	TAMSU, Via SWATOW AND AMOY	SUNDAY, 20th Sept., at 10 a.m.

A Reduction of 20% will be made on First and Second Class Fares to FOOCHOW, until further Notice.

* These New Steamers have excellent Accommodation of First and Second-class Passengers, and are fitted throughout with Electric Light. First-class Cabins Ample.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. For Freight, Passage and further information, apply to the Co's J Branch Office, at SECOND FLOOR, No. 1, QUEEN'S BUILDINGS.

T. ARIMA, Manager.

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NORDDEUTSCHER LLOYD BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR STEAMERS TO SAIL 1903.

NAPLES, GENOA, ALGIER, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN.	PRINZ EITEL FRIEDRICH	WEDNESDAY, 23rd Sept., at Noon.
SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.	ZIEITEN	WEDNESDAY, 23rd Sept.
MANILA, YAP, NEW GUINEA, SAMARANG, PT. DARWIN, SYDNEY AND MELBOURNE.	PRINZ WALDEMAR	THURSDAY, 8th Oct., at Noon.
YOKOHAMA AND KOBE.	PRINZ WALDEMAR	FRIDAY, 18th Sept.
KUDAT AND SANDAKAN.	BORNEO	Middle of October.

For further Particulars, apply to Norddeutscher Lloyd, MELOHRS & CO., General Agents, Hongkong & China.

Shipping.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
TIENTSIN, Via TUNG-TAI, WEI-HAI-WEI AND CHEFOO	CHIPSANG	TUESDAY, Sept. 15, at Noon.
SINGAPORE, PENANG AND CALCUTTA	FOOKSANG	TUESDAY, Sept. 15, at 1 p.m.
SHANGHAI, Via SWATOW, OHONGSANG	OHONGSANG	WEDNESDAY, Sept. 16, at Noon.
MANILA, Via TIENTSIN	TIENTSIN	FRIDAY, Sept. 18, at 4 p.m.
MANILA, Via LOONGRANG	LOONGRANG	FRIDAY, Sept. 18, at 4 p.m.

RETURN TOURS TO JAPAN, Occupying 24 days.

THE steamers Kurematsu, Naniwa and Fushimi leave about every 3 weeks for Shanghai and Yokohama, returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified Surgeon is also carried.

* Steamers have superior Accommodation for First-class Passengers, and are fitted throughout with Electric Light.

* Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

For Freight or Passage, apply to Telephone No. 61, JARDINE, MATHESON & Co., Ltd., General Managers.

PORTLAND & ASIATIC S.S. CO.

FOR KEELUNG, MOJI, KOBE, YOKOHAMA, SHIMIZU, YOKOHAMA, HONOLULU and SAN FRANCISCO en route to PORTLAND.

ON SAILING IN OREGON RAILROAD & NAVIGATION CO.

* ARABIA ... 4483 Tons. Captain J. W. Ewing. To sail on 1903, 26th Sept., at Daylight.

Through Bills of Lading issued to Pacific Coast Ports and all Western, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to S. SILVERSTONE, Agent.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOOCHOW.

THE Company's Steamship HAINAN, Captain J. W. Ewing, will be despatched for the above Ports on TUESDAY, the 15th inst., at 2 p.m.

A Reduction of 20% on First-class Fares to FOOCHOW, will be made during the month of September.

For Freight or Passage, apply to DOUGLAS, LAURIE & Co., General Managers.

Hongkong, September 11, 1903. 1253

AUSTRIAN NAVIGATION CO., LTD.

STEAMSHIP SHANGHAI, YOKOHAMA AND KOBE.

THE Company's Steamship AUS, Captain J. W. Ewing, will leave for the above places on WEDNESDAY, the 16th inst., at 2 p.m.

This steamer has capital accommodation for Passengers, Electric Light, carries a Doctor and Stewardess.

For Freight or Passage, apply to SANDER, WIELER & Co., Agents, Prince's Building.

Hongkong, September 8, 1903. 1245

STRAITS, OCEAN, AUSTRALIA, INDIA, ADEK, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERAK, GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship MALTA, Captain H. Powell, carrying His Majesty's Mail, will be despatched from this port for COLOMBO, MARSHALLS and LONDON, on SATURDAY, the 19th September, at Noon, taking Passengers and Cargo for the above ports in connection with the Company's Steamship India 8000 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under stragulation) will be transhipped at Colombo into the mail steamer proceeding to Marseilles and London, where cargo for London, &c., will be conveyed direct by the B.M.S. Malta, due in London on the 24th October, 1903.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further Particulars, apply to P. J. ABBOTT, Acting Superintendent.

Hongkong, September 6, 1903. 1230

EASTERN & AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE, (Calling at THREE PORT DARWIN and GULFPORT, and thence through CARGO to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship EDENHAM, Captain S. J. G. Green, will be despatched as above on SATURDAY, the 19th inst., at Noon.

This well-known steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

* To ensure the additional comfort of passengers the steamer of the Company has electric fans fixed in state-rooms.

For Freight or Passage, apply to GIBB, EVINGSTON & CO., Agents.

Hongkong, September 14, 1903. 1228

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"OVERLAND

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